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superintended by Engineers. Always
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Hongkong Daily Press.

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NOTICE.

Communications regarding Advertisements, Subscriptions, and general business matters, may be sent to the "DAILY PRESS" OFFICE.

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NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF

HONGKONG.

MEMBERS are reminded that the FIFTH

ANNUAL MEETING will be held at the

Office of the China Fire Insurance

Company, Limited, at 3 P.M. TO-DAY.

By Order.

W. HUTTON POTTS,

Secretary.

Hongkong, 9th May, 1900. 1201

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG,

COLOMBO, BOMBAY, KARACHI,

SIAM AND TRIESTE.

Taking Carriage at through rates to PERSIAN

GULF, BLACK SEA, LEVANT, AND ADRIATIC

PORTS.

THE Company's Steamship

"SIEHSA."

Captain G. V. VERNON will be despatched as

above on TUESDAY, the 15th inst., P.M.

Silk and Valuables are transhipped on arrival

at Bombay into an colored liner.

For information as to Passage and Freight

apply to

SANDER, WIELER & CO.,

Agents.

Hongkong, 8th May, 1900. 1201

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"DRUMMOND"

will be despatched for the above port on or

about the 16th June.

For Freight, apply to

DODDVELL & CO., LTD.,

Agents.

Hongkong, 8th May, 1900. 238

NAVIGAZIONE GENERALE ITALIANA.

(Neflio and Rubatino United Companies.)

NOTICE TO CONSIGNERS.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO"

having arrived from the above ports. Con-

signment of Cargo by us are hereby informed

that their goods are being landed at their risk

into the Godown of the Hongkong and Kow-

loon Wharf and Godown Company, whence

Delivery may be obtained. Perishable Goods

to be taken delivery of immediately.

All damage, perils, and expenses left in the

Godown, and a certificate obtained from the

Godown Company, within seven days after the

vessel's arrival here, after which no claims will

be recognized.

No Fire Insurance has been effected, and any

Goods remaining in the Godown the 14th

instant will be subject to rent.

Bills of Lading will be countersigned by

CARLOWITZ & CO.,

Agents.

Hongkong, 8th May, 1900.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNERS.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"INABA MARU"

having arrived from the above ports. Con-

signment of Cargo by us are hereby informed

that their goods are being landed at their risk

into the Godown of the Hongkong and Kow-

loon Wharf and Godown Company, whence

Delivery may be obtained. Perishable Goods

to be taken delivery of immediately.

Opational goods will be carried on unless

instructions are given to the contrary before

NOON, TO-MORROW.

Goods not cleared by the 13th instant will

be subject to rent.

No Fire Insurance will be effected.

Marine-damaged packages must be left in

the Godown of the Company, same sent to this

Office for the 13th instant, or in connection

therewith will be recognized.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNERS.

THE CHINA AND MANILA STEAM SHIP COMPANY, LIMITED.

OFFICIAL NOTICE—PROPOSAL TO CHANGE A SHIP'S NAME.

W. B. WM. ADAMSON & COMPANY

having received from the Board of Trade, under

the China and Manila Steam Ship Company, Ltd., of

Hongkong, authority to do so, and in view

of their fact, it is their intention to apply to

the Board of Trade, under section 47 of the

Merchant Shipping Act, 1890, in respect of the

Ship "Merrimac", Official Number

77,120, of Gross Tonnage, 1,880 tons, Regis-

tered, 1,287 tons, herefore owned by

WILLIAM ADAMSON AND SONS LTD., of

London, for the purpose of changing her name

to "PERRIDA" to be registered in the said

new name at the Port of Hongkong as owned

by THE CHINA AND MANILA STEAMSHIP CO. LTD.

Any objections to the proposed change of

name must be sent to the Assistant Secretary

Marine Department, Board of Trade, within

seven days from the appearance of this

Advertisement.

Dated, London, 22nd day of March, 1900.

1320

NAVAL CONTRACT 1860-1901.

SEALED TENDERS in Duplicate, will

be received by the DEPUTY VICTUALLING

STOCKS OFFICE until NOON, on FRIDAY,

the 18th Inst., for the Supply of TEA for

the use of H.M. NAVY for One year ending

Sixth August, 1901.

Terms—Tenderers must be registered

with the Victualling Stock's Office.

The right to reject the lowest or any Tender

is reserved.

H. S. VAUGHAN,

Deputy Victualling Stock Officer,

(In Charge).

Hongkong Victualling Yard,

May, 1900. 1377

WANTED.

RELIABLE PORTUGUESE CLERK

for Bookkeeping; must have good hand-

writing. State Salary.

Apply—

X. X. X.

Care of Office of this Paper.

Hongkong, 4th May, 1900. 1383

PORTLAND CEMENT

J. B. WHITE & BROS.

SO. AGENTS FOR CHINA,

HOLLIDAY, WISE & CO.

September, 16th September, 1899.

1378

ENTERTAINMENT

THEATRE ROYAL
CITY HALL

ENORMOUSLY
SUCCESSFUL

OPENING

LAST NIGHT OF

M. HENRY DALLAS AND HIS

CELEBRATED MUSICAL AND

DRAMATIC COMPANY.

TOMORROW—TO-MORROW

GRAND REVIVAL

FOR

ONE NIGHT ONLY

Of the Delightful Japanese Opera

THE GEISHA,

With all the ORIGINAL SCENERY

DRESSES, and EFFECTS from

DALY'S THEATRE, LONDON.

LOOK FOR—THE NEW PRODUCTION:

The LATEST MUSICAL SUCCESS now

in active preparation.

Plan at ROBINSON PIANO CO. usual Prices.

Doors open 8.30, Committee 9 o'clock.

Business Manager,

M. BERTRAM HERMANN,

Hongkong, 9th May, 1900. 1247

AUCTIONS

PUBLIC AUCTION.

NOTICE

NOTICE is hereby given that the

FOURTEENTH ANNUAL ORDINARY</

INTIMATIONS

EYE SIGHT.
MR. N. LAZARUS,
Occultist, Optician of London and Calcutta, may
be consulted for SPECTACLES at
W. BREWER & Co.
(Next the Hongkong Hotel).
Business Hours 9 a.m. to 5 p.m.

**ONLY
FOR A FEW DAYS
MORE.**

Constantly recurring headaches, spells of dizziness when reading, weak eyes, the letters of a newspaper in the form of the eye require glasses only to correct them.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE.

**BROWN, JONES & CO.
MONUMENTAL SCULPTORS.
ITALIAN MARBLE.
HONGKONG GRANITE.**

Designs and Prices on application.
Offices, 17a Queen's Rd. CENTRAL, 1st FLOOR.



**A. S. WATSON & CO.,
LIMITED.**
WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A—THORNE'S BLEND, White Capsule	\$10.50
B—WATSON'S GLENROYCH MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.50
C—WATSON'S ABERLOUR GLEN- LIVET, Red Capsule, with Name and Trade Mark	12.00
D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E—WATSON'S VERY OLD LI- QUEUR SCOTCH WHISKY, Gold Capsule	15.00

THORNE'S BLEND and WATSON'S GLENROYCH are high class Soda Whiskies, of greater age, than most brands in the market.

ABELOUR GLENLIVET is a very old Peaty Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO., LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1841.

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NOTICE TO CORRESPONDENTS
Only communications relating to these columns
should be addressed to the Editor, The Daily Press,
and forwarded to him, and not to any of the
offices of the paper, or to any of the
editors, for publication should be written on one
sheet of paper, and should be sent to him
as soon as possible after the day of publication.

No exonerated signed communications that have
already appeared in other papers should be sent to
the Editor, or to the Daily Press, after the day
the article is printed. Only accepted for Cash.

Telephone Address PARIS, A. E. CO.,
P. O. Box 33. Telephone: 12.

The Daily Press.

HONGKONG, May 9th, 1910.

This Under Secretary for Foreign Affairs did not add anything to the strength of the Government's Case in the matter of China in the defence which he made in the House of Commons on the 30th March. He expressed a certain amount of satisfaction, which no one else who took part in the debate was prepared to share, at British policy in China during the past year. From information which had reached the Government, he declared, neither had British trade suffered in China nor had British prestige suffered in any respect. This threw a curious light on the value of the information which is supplied to the Government. With regard to the diplomatic victories of the Tsingli Yamen, of which the details can be disinterred with a little patience from the recent Blue Book, Mr. BRODRICK's simple but very insufficient answer was: "Have foreign Powers not with no difficulties from the Yamen?" We do not, however, propose to treat the question of general policy, but only to touch on the references made in the course of the debate of the 30th March to the British colonies in China. Mr. WATSON, who continues steadfast in his rôle of champion of British rights in China, insists that, though repeated declarations of policy had been made by Her Majesty's Government, which, if carried out, would have satisfied everyone concerned with British interests in the Far East, as a matter of fact they were not carried out. With regard, for instance, to the terms on which the acquisition of Weihaiwei and Kowloon had been secured, these declarations had proved conclusive. Mr. BRODRICK, in his reply, dealt with the "effective boundary" question at Kowloon. "What is it we asked for and obtained?" he said. "We obtained 200 square miles addition to the colony of Hongkong. That in itself is a not inconsiderable acquisition." Shantung, he continued, we were obliged to take temporarily owing to the opposition, threatened by disorganized Chinese troops; but when the cause of conflict was removed, he said.

A correspondent writing in *The N. Y. Daily News* from north-western Shantung says: "It is two years since they began to be definite rumours that Yunnan Shih-ki had a fleet of steamers under construction at Shantung, to put into Grand Canal the first of June, 1905. This inland navigation was to have been suddenly opened. A few weeks ago the mother of Yunnan came from Tientsin drawn by one or two steam-jahangs, making very leisurely progress indeed. She was the recipient of the usual press attention, especially at Tientsin, where she left the river. Conant Campbell, who was just going up after the old fashioned way, got the news of the launchings to the doctor, and the doctor, after examining her, said: 'Her hair is his opposite.' 'Be a doctor, sir,' replied the C.I.W. man. 'I can't shake a wolf.' 'Really,' said the doctor, 'and what about deer?' 'It is drink you make, sir.' 'Faith, I drink like a horse.' 'The doctor,' the best thing you can do is to go to the hospital and have a rest.' 'Shun I'm glad just now.' His learned friend Mr. Campbell was still in the same position, but when he was asked for why, he said: 'Shun I'm glad just now.'

The British steamer *Saint Regulus*, from Shanghai 4th May, had fine weather the entire passage.

The Chinese steamer *Chiwan*, from Shanghai 2nd May, had fine and variable wind with few weather.

The German steamer *Longnoway*, from Shanghai 5th May, had equally, misty weather. The British steamer *Tsushima*, from Manila 5th May, had strong N.E. monsoon and heavy rain, moderate S.W. winds and calm, fine, smooth sea. 12 hours before arrival, heavy rain.

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not the punishment be withdrawn too? He granted Mr. WATSON's contention that we should by taking a further tract of land in the first instance have secured an effective boundary; but asked whether the advocates of an extended boundary considered the probable number of troops required to maintain that boundary.

As this section of the subject was dropped at this point amid the cheers of Mr. BRODRICK's followers, it would seem that he was allowed to secure an apparent argumentative success. But it is impossible to believe that the House endorsed the opinion that true economy should rest content with an ineffective boundary because it would not require so many men to guard it. What of defence in time of war? Was not the whole idea of the extension of territory to make the boundary effective? A certain mechanical satisfaction may be felt by the people of Hongkong, ourselves included, who in no half-hearted way demanded the retrocession of Shantung as a most absurd blunder on the grounds both of military defence and of moral effect on the Chinese. But it is almost inconceivable that a responsible Minister should stand up and say: "I quite grant that we ought to have taken a further tract of land, but think how expensive it would have been to maintain the proper boundary!"

With regard to Weihaiwei, no fresh light was thrown on the probable course of action. Mr. BRODRICK was discreetly silent. Mr. WATSON said that the place might have been a great success as a commercial port if we had not tied our hands by promising Germany not to connect it with the interior of Shantung by railway; although as he pointed out, the First Lord of the Treasury had been absolutely wrong when he stated that such a concession was physically impossible, for the fact was that there was not a hill 100 feet high between the place and Chefoo. The opinion which we quoted yesterday from a service correspondent, that Weihaiwei is commercially valueless, is practically that held by Mr. WATSON, and he could only suggest that it should be handed over to Germany in return for her support in securing another naval base at or near the mouth of the Yangtze. Sir EDWARD GREY, who pointed out that members on his side of the House had deprecated the original occupation of Weihaiwei, said: "We were told that it would not in any case be of commercial value; though it turns out that it is of commercial value."

He was of the opinion that a stronger position near the mouth of the Yangtze would have been a better second naval base in China; but feared that the occupation of Weihaiwei would cause a reluctance to take another station nearer the centre of our commercial interests. As preparing the way for any eventual agreement as to the future of Weihaiwei the debate was useless; it certainly did not draw any indication from the Government of the official view, and we cannot suppose that it was expected to do so.

A CORRESPONDENT, whose letter appears in to-day's issue, is very indignant about a paragraph which appeared in *The Daily Press* of March 8th, in which we quoted some remarks from a correspondent on the conduct of certain missionaries in China. Mr. CAMPBELL takes exception to our characterization of these remarks as "interesting" and considers that "the quotation is to make as to give some ground for the idea that it expresses the editorial mind." We should not have thought it necessary to say that in quoting our first correspondent's remarks we had no intention either of approving them or disagreeing with them, had not Mr. CAMPBELL shown that he attached more meaning to the word "interesting" than was intended by us when we wrote it. The deliberately expressed opinion of a man who has lived in the country of which he writes is often interesting, whether it is correct or not.

We cannot here enter into the question whether the missionaries of China are all such men as Mr. CAMPBELL has been fortunate enough to meet or whether our first correspondent's words do a grave injustice to those of whom he speaks. We give both writers' statements as fair honest opinions, based on the facts which have come before their eyes. Beyond that we have not expressed any judgment on the matter.

It is reported that about the end of this month Vice-Admiral Tytler, the Russian Minister of Marine, will embark for the Far East to inspect the harbours and fortifications of Port Arthur, Dairen, and Vladivostok.

Previous to their leaving Hongkong for Manilla towards the end of March, some ladies connected with the Dallas Company left their boxes at Thomas's Grill House with the intention of taking possession of them again on their return to the colony. The boxes were left in the care of a barman, who passed himself off as the manager. About a week ago the man disappeared, and on the Dallas Company returning to Hongkong it was discovered that the boxes had been opened and their contents taken away. The police were informed between 11 and 12 o'clock on Monday morning, and by four o'clock the same afternoon that had succeeded in recovering from the thief, who, it was known, had taken the boxes, the 200 square feet of silk and other articles which had been stolen. Information was laid against the missing barman.

A correspondent writing in *The N. Y. Daily News* from north-western Shantung says: "It is two years since they began to be definite rumours that Yunnan Shih-ki had a fleet of steamers under construction at Shantung, to put into Grand Canal the first of June, 1905. This inland navigation was to have been suddenly opened. A few weeks ago the mother of Yunnan came from Tientsin drawn by one or two steam-jahangs, making very leisurely progress indeed. She was the recipient of the usual press attention, especially at Tientsin, where she left the river. Conant Campbell, who was just going up after the old fashioned way, got the news of the launchings to the doctor, and the doctor, after examining her, said: 'Her hair is his opposite.'

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TELEGRAMS.

"DAILY PRESS" SERVICE.

London, 7th May, 10.35 a.m.

THE VET RIVER CROSSED.

Lord Roberts advanced to the Vet River on Saturday, the 5th instant. Col. Hilton's Mounted Infantry, after three hours' bombardment, forced the passage of the river.

VESSELS ON THE BERTH

NIPPON YUSEN KAISHA
THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
INABA MARU	NAGASAKI, KOBE and YOKO-	THURSDAY, 10th May, at
W. Bambridge	HAMA	DAYLIGHT
SANUKI MARU	MARSEILLE, LONDON and ANT-	FRIDAY, 18th May, at
W. Townsend	WERP, via STRAITZ, COLOMBO and	DAYLIGHT
HIROSHIMA MARU	PORT SAID	TUESDAY, 22nd May, at
S. YOSHIZAWA	MOJI, KOBE and YOKOHAMA	NOON
MIKAWA MARU	SHANGHAI, CHENGUPO and	TUESDAY, 22nd May, at
M. T. M. T. M.	WAGASAKI	4 P.M.
MIKE MIURA	COLOMBO	FRIDAY, 25th May, at
S. KAWABE	BOMBAY, via SINGAPORE and	NOON
KANUJI MARU	COLOMBO	THURSDAY, 1st June, at
E. W. KASPER	SVILLE & BRISBANE, SYDNEY	FRIDAY, 25th May, at
FUJAMI MARU	MELBOURNE, via MANILA	4 P.M.
J. Thom	NAGASAKI, KOBE and YO-	SAURDAY, 26th May, at
HAKATA MARU	KOHAMA	NOON
F. L. Schmitz	MARSEILLE, LONDON and	FRIDAY, 1st June, at
	COLOMBO & PORT SAID	DAYLIGHT

Through Passengers, Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamer.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's London Office at Prince's Building, First Floor, Castle Road.

A. S. MIHARA,
Manager.

Hongkong, 9th May, 1900.

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NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE

(FREIGHT SERVICE).

(TAKING JARO AT THROUGH RATES TO ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOVA, PORT SAID, AND BOMBAY PORTS, NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
ss. BAMBERG	HAMBURG	19th May
Capt. J. H. ...	(London with transhipment in Hamburg)	Freight
ss. SARNA	HAMBURG	6th June
Capt. J. H. ...	(London with transhipment in Hamburg)	Passage
ss. AMELIA	HAMBURG	About 21st
Capt. Burmester	(London with transhipment in Hamburg)	Freight
ss. SAMBIA	HAMBURG	About 30th
Capt. G. Schmidt	(London with transhipment in Hamburg)	Freight
ss. FREIBURG	HAMBURG	About 6th
Capt. Feyen	(London with transhipment in Hamburg)	Freight

* This steamer has superior accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO.,

AGENTS.
HAMBURG-AMERIKA LINIE NORDDEUTSCHER LLOYD
OSTASIATISCHER FECHTDAMPER DIENST.

Hongkong, 9th May, 1900.

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PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAMERS TO SAIL ON REMARKS

SHANGHAI, NAGA- { SOOTEA, ... About 11th } Freight.

SARI & KOBE { T. H. H. H. E. N. E. } May

LONDON, & { CHUSAN } Noon, 12th See Special Advertisement.

C. T. Denny, ... May

YOKOHAMA, via NA-BOHILIA { About 12th } Freight or Passage.

GASAKI AND KOBE { S. T. COOKE, E. N. E. } May

SHANGHAI { BALABAAT } About 12th Freight or Passage.

C. L. W. FEIL, ... May

LONDON { JAPAN } About 22nd Freight or Passage.

K. Wright, E. N. E. May

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 27th March, 1900.

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IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ,

PORT SAID, NAPLES, GENOA, ANTWERP,

BREMEN/HAMBURG,

PORTS IN THE LEVANTE, BLACK SEA AND BALTIK PORTS;

LONDON, NEW YORK, PORTO, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

SHIEMBES WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 10th May.

SACHSEN WEDNESDAY 10th May.

OLDBENBURG WEDNESDAY 10th May.

BAVARIA WEDNESDAY 10th May.

STUTTGART WEDNESDAY 10th May.

KONG ALBERT WEDNESDAY 10th May.

PRINZ HEINRICH WEDNESDAY 10th May.

PREUSSEN WEDNESDAY 10th May.

HAMBURG (Hamburg-Amerika Linie) WEDNESDAY 10th May.

SACHSEN WEDNESDAY 10th May.

OLDBENBURG WEDNESDAY 10th May.

BAVARIA WEDNESDAY 10th May.

STUTTGART WEDNESDAY 10th May.

WEDNESDAY 10th May.